

Chapter 3—Affected Environment, Analysis of Potential Impacts, and Mitigation Measures

3.1 Land Use Patterns, Plans and Policies

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for land use patterns, plans, and policies. Information about the intended community character associated with the three action alternatives, including Alternative 4, the Preferred Alternative, is also addressed.

3.1.1 Affected Environment

The analysis of the affected area was completed based on field work in the subarea, as well as review of existing data and information, such as the City of Shoreline Comprehensive Plan and other plans such as the Town Center Subarea Plan (adopted July 2011) and the North City Subarea Plan (adopted July 2001). Applicable elements of the City's Municipal and Development and their relationship to potential action under the subarea plan also have been reviewed.

Station Subarea Context

For development of the 185th Street Station Subarea Plan and environmental analysis purposes, the City of Shoreline Planning Commission determined study area boundaries with consideration of factors such as topography, the ability to walk and bike to and from the station, policy direction from Shoreline City Council, access to arterial streets, opportunity sites, environmental assets, and other existing conditions and influences. The Planning Commission recommended using two sets of boundary lines applicable to these conditions, and the subarea is defined by these combined study area boundaries—one that delineates the study area for land use and another that delineates the study area for mobility (multimodal transportation). These boundaries were adopted by City Council as Ordinance 671 on September 23, 2013. **Figure 3.1-1** illustrates two study areas that together comprise the subarea.

The subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods and borders the Ridgecrest neighborhood of Shoreline. Bordering areas include the City of Lake Forest Park to the northeast, which is predominantly single family use (similar to Shoreline), and other incorporated areas of Shoreline to the north, west, and south.

N-NE 185th Street is the most prominent corridor in the subarea, extending from Aurora Avenue (SR 99) at the west boundary of the subarea to 10th Avenue NE at the east boundary of the subarea. The subarea extends approximately one-half mile to the north and south of the 185th corridor. Through a design workshop process, community input shaped the idea of N-NE 185th Street/10th Avenue NE/NE 180th Street as the central connecting

corridor in the subarea between the Town Center District and the North City District.

Traffic Analysis Zones Used for Planning and Analysis

For purposes of population, housing, and employment projections and transportation planning, traffic analysis zone (TAZ) boundaries in proximity to the subarea also have been referenced in this analysis. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to Section 3.2 Population, Housing, and Employment and Section 3.3 Multimodal Transportation for additional information and a map of the TAZ boundaries.

Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified the potential light rail station location. The preferred option for the station location is north of NE 185th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located on the west side of I-5, also north of NE 185th Street.

The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figure 3.1-2** shows an exhibit from the Lynnwood Link DEIS (published by Sound Transit and the Federal Transit Administration in July 2013). The figure shows a conceptual level plan for the 185th Street Station with possible

locations of the station and park-and-ride structure. Figure 3.1-2 is also the preferred conceptual plan identified by Shoreline City Council.

A second light rail station in Shoreline is proposed, with the possible location identified by Sound Transit as just north of NE 145th Street, immediately adjacent to the east side of I-5. The primary connecting routes between the 185th and 145th light rail station subareas include the north-south corridors of 5th Avenue NE, 8th Avenue NE, 10th Avenue NE, and 15th Avenue NE.

Past and Present Land Use Patterns in the Subarea

Past and present land use patterns in the subarea are described below and on the following pages.

History and Settlement of the Area

Early accounts of Shoreline tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game.

In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. Among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond

Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Children could attend one of two local elementary schools, and general stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops was transported via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at 159th was a prosperous chicken farm that attracted many visitors. Ronald Station along the trolley line was located near present-day Park at Town Center.

During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, including the Highlands and Seattle Golf Club (circa 1908). The Firland Tuberculosis Sanitarium (circa 1911), which is now Crista Ministries, also developed during that era. Commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N). Car travel facilitated settlement, which increased considerably by the mid-1920s. Although large tracts of land were divided into smaller lots in the 1910s in anticipation of future development, houses were still scattered.

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access

than ever before to America's new auto travelers. Originally known as the Pacific Highway, but later named Aurora Speedway and Aurora Avenue, there are conflicting histories of the source of the name "Aurora." Some say the name was meant to honor Aurora, Illinois, the hometown of Dr. Edward Kilbourne a Fremont founder. Others say the name recognized the highway as a route north, toward the Aurora Borealis. Regardless of how the highway got its name, it changed the face of the area north of Seattle forever, and as more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

The Great Depression and World War II (1930-1945) slowed the pace of development. Many Shoreline families managed to live off land they had purchased in better times. During World War II, building materials were rationed and housing construction virtually stopped. The only major development in Shoreline during the war was the Naval Hospital (now Fircrest). At its peak in 1945, the hospital housed over 2,000 patients and 600 staff.

With the end of the war came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and residents began to see Shoreline

as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

In 1944, the name "Shoreline" was used for the first time to describe the school district. Coined by a student at the Lake City Elementary School, it defined a community that went from the Seattle city line to Snohomish county line and from the shore of Puget Sound to the shore of Lake Washington.

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult.

Although known as "Shoreline" for decades, the community did not become officially incorporated city until 1995, and prior to that it remained an unincorporated area of King County north of Seattle. Today with 54,790 residents (2013 population), Shoreline is Washington's 15th largest city.

City of Shoreline Historic Preservation Program

The Shoreline community has an interesting historical background, as summarized above. Recognizing this history and

the potential for important historical and cultural resources that warrant preservation, the City of Shoreline administers a historic preservation program.

Historic preservation in Shoreline is guided by the Community Design Element Goal CD IV and policies CD38 through CD45 in the Comprehensive Plan, as well as adopted provisions of Title 15.20 of the Shoreline Municipal Code. The preface and purposes of Title 15.20 based on City Council findings are described as follows.

- A. The protection, enhancement, perpetuation, and use of buildings, sites, districts, structures and objects of historical, cultural, architectural, engineering, geographic, ethnic and archeological significance located in the city of Shoreline are necessary for the prosperity, civic pride and general welfare of the residents of the city.
- B. Such cultural and historic resources are a significant part of the heritage, education and economic base of the city, and the economic, cultural and aesthetic well being of the city cannot be maintained or enhanced by disregarding its heritage and by allowing the unnecessary destruction or defacement of such resources.
- C. In the absence of an ordinance encouraging historic preservation and an active program to identify and protect buildings, sites and structures of historical and cultural interest, the City will be unable to ensure present and future generations of residents and visitors a genuine opportunity to appreciate and enjoy the city's heritage.

D. The purposes of this chapter (15.20 Historic Preservation of the Shoreline Municipal Code) are to:

1. Designate, preserve, protect, enhance, and perpetuate those sites, buildings, districts, structures and objects which reflect significant elements of the city of Shoreline's, county's, state's and nation's cultural, aesthetic, social, economic, political, architectural, ethnic, archaeological, engineering, historic and other heritage;
2. Redesignate two sites in the city of Shoreline, previously designated as historic landmarks by the King County historic preservation commission, as City of Shoreline historic landmarks (**note: because neither of these two sites are in the station subarea, this provision is not applicable**);
3. Foster civic pride in the beauty and accomplishments of the past;
4. Stabilize and improve the economic values and vitality of landmarks;
5. Protect and enhance the city's tourist industry by promoting heritage-related tourism;
6. Promote the continued use, exhibition and interpretation of significant sites, districts, buildings, structures, and objects for the education, inspiration and welfare of the people of the City of Shoreline;

7. Promote and continue incentives for ownership and utilization of landmarks;
8. Assist, encourage and provide incentives to public and private owners for preservation, restoration, rehabilitation and use of landmark buildings, sites, districts, structures and objects; and
9. Work cooperatively with other jurisdictions to identify, evaluate, and protect historic resources in furtherance of the purposes of this chapter.

Shoreline's Historic Inventory—In review of the historic inventory compiled by the City of Shoreline in 2013, there are twelve properties noted as having the potential for eligibility for landmark designation (although not yet designated) as historic landmarks by Shoreline, which coordinated with the King County Landmarks Preservation Program. These twelve potentially eligible properties include single family lots with houses and structures built from the period of 1916 to 1929. The inventory identifies some of the properties, but not all, including the Russell House, Jersey Summer Homes House, Taylor House, Echo Lake Garden Tracts House, and others. These properties all appear to be privately owned. About half of the potentially eligible properties are located within areas proposed to be rezoned under either Alternatives 2, 3, or 4, and the other half are located outside the proposed rezoning areas. Properties included in the inventory that are potentially eligible for landmark designation may require historic review if alterations or demolition are proposed, but such changes are allowed to inventoried properties.

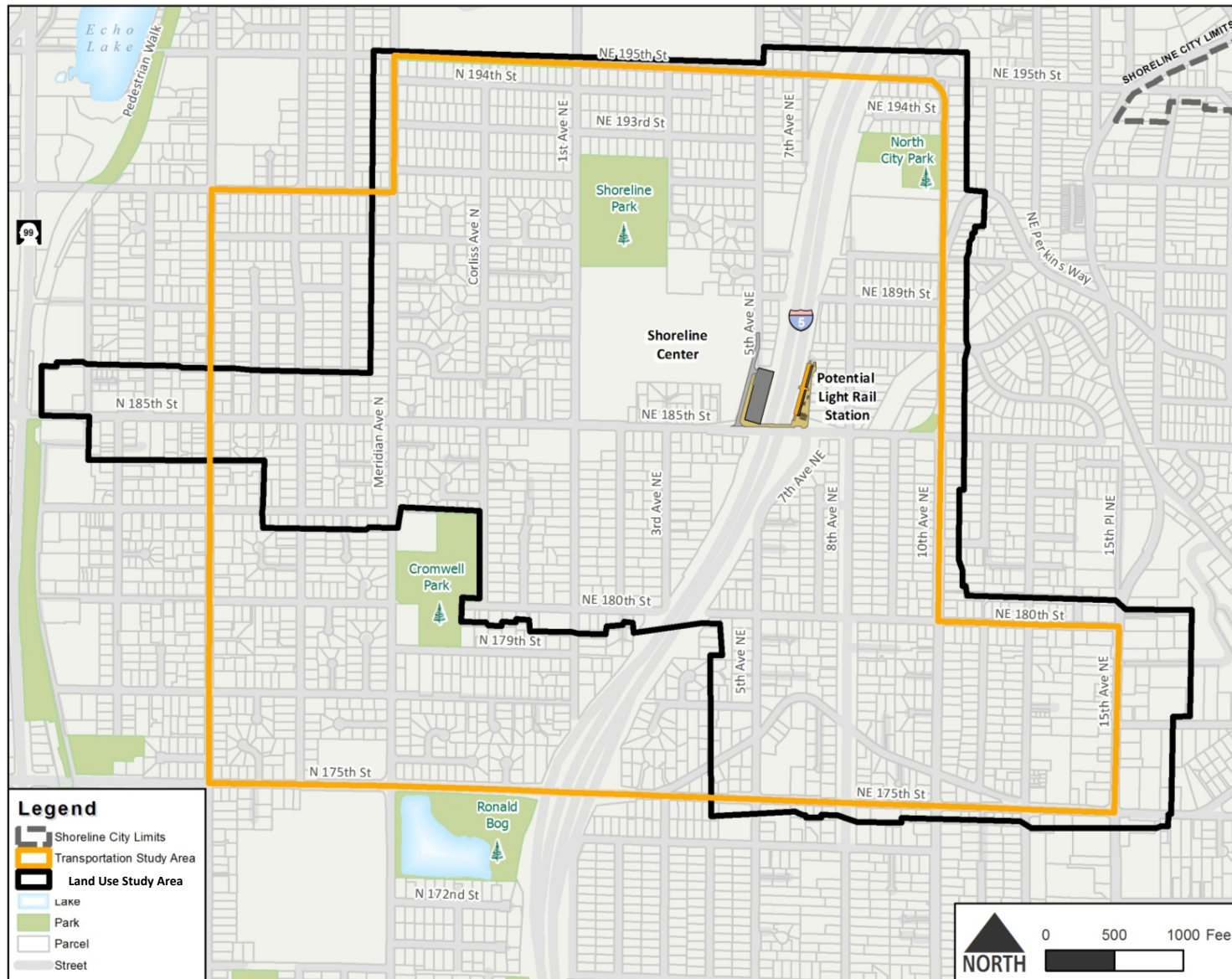


Figure 3.1-1 Land Use (Black) and Mobility (Gold) Study Area Boundaries, which Together Comprise the Subarea

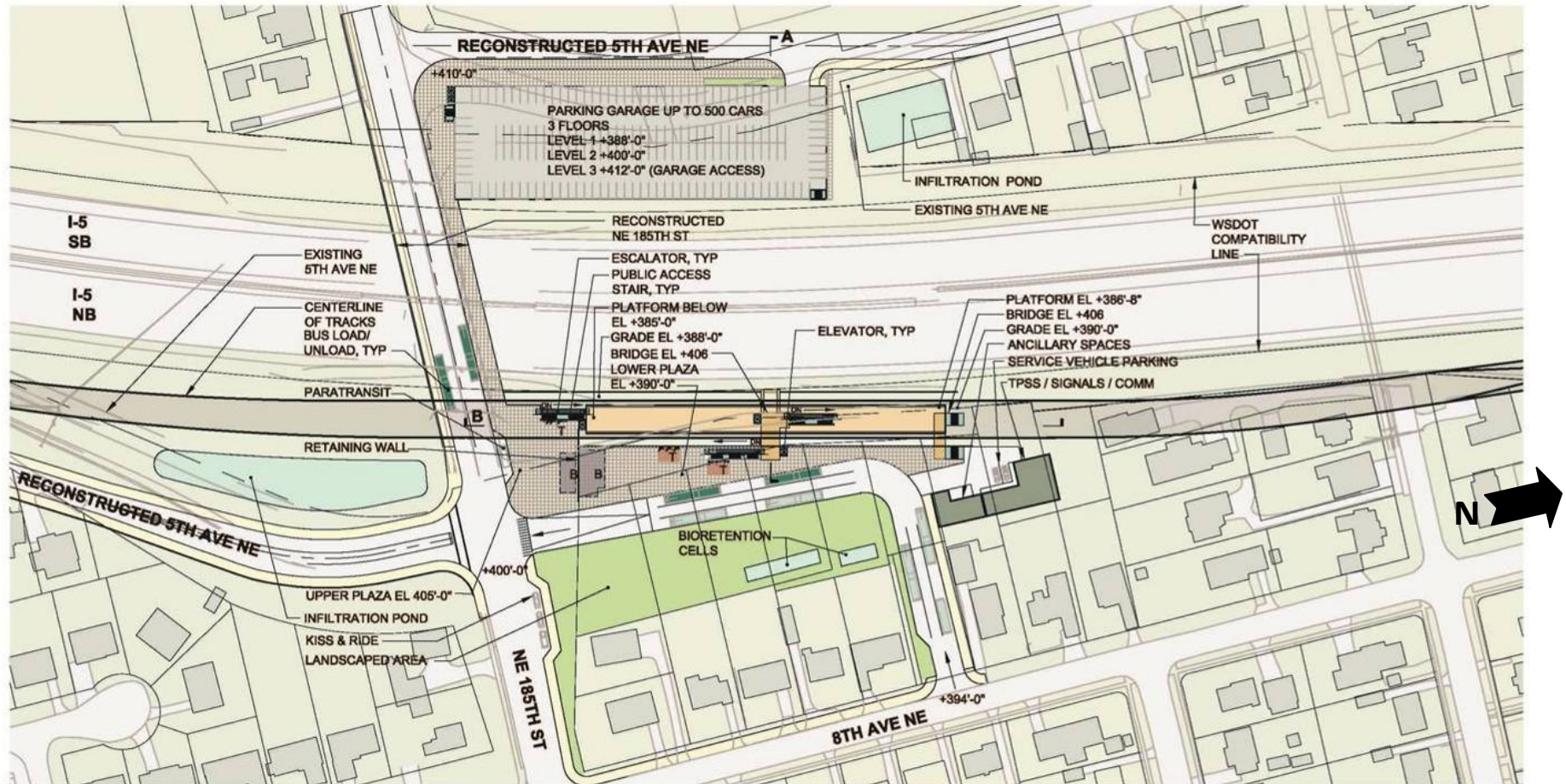


Figure 3.1-2 Sound Transit's Conceptual Design Plan for the 185th Street Station

(Source: Lynnwood Link Extension Draft Environmental Impact Statement, Sound Transit and Federal Transit Administration, July 2013)

More information about Shoreline's Historic Preservation Program as well as community history is available at the following websites/webpages:

- City of Shoreline Historic Preservation
<http://www.cityofshoreline.com/government/departments/planning-community-development/planning-projects/historic-preservation>
- Shoreline Historical Museum
<http://shorelinehistoricalmuseum.org/>
- King County Historic Preservation Program
<http://www.kingcounty.gov/property/historic-preservation.aspx>
- 4Culture <http://www.4culture.org/>.

Present-Day Land Use Patterns

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 2.7 units per acre. In addition to single family residential uses, there are several churches, parks, schools, and school properties within and in proximity to the subarea. For example, the Shoreline Center, owned and operated by the Shoreline School District, is a large complex that serves many community functions (see Key Opportunity Sites in the Subarea for more information).

Most of the neighborhoods in the subarea were developed as single-family housing in the decades following World War II, primarily from the mid- to late 1940s through the 1970s, when the

area was part of unincorporated King County. When the neighborhoods were originally developed, street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. Surface water management standards also were less intensive than they are today and as such, there are frequently drainage issues in the subarea. Stormwater facilities are generally below the standard now required by the Department of Ecology, and there are very few low impact development facilities such as rain gardens.

The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city. Although some improvements have been made in the subarea in recent years, budget constraints have limited the level of street and utility improvements completed to date. In the coming years, the City intends to leverage the regional investment made to implement light rail and prioritize improvements in the station subarea to serve proposed growth.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office uses, such as in the North City area and along the Aurora Avenue N corridor. Refer to Section 3.2 for a discussion of population, housing, and employment, including existing conditions, trends, and growth forecasts and targets. While the focus of planning is the subarea surrounding the proposed light rail station, boundaries also encompass existing commercial/retail and multifamily land use areas in a portion of the North City business district (north of NE 175th Street) and along Aurora Avenue N, as part of the Town Center district.

Current Neighborhoods in the Subarea

The subarea includes the following defined Shoreline neighborhoods:

- Meridian Park
- Echo Lake
- North City

Other neighborhoods on the periphery of the subarea include Ridgecrest, Ballinger, and Parkwood. **Figure 3.1-3** illustrates the neighborhood area boundaries in proximity to the subarea.

Shoreline's neighborhoods are very engaged in the community and maintain active neighborhood associations. Shoreline's Council of Neighborhoods consists of two representatives from each of the neighborhood associations (including those listed above). The Council of Neighborhoods meets monthly to network, learn about other neighborhood events, and meet with City representatives. This two-way communication allows neighborhood associations to provide community input and the City to present information on programs and projects. Brief descriptions, including historical information, for the four primary neighborhoods in proximity to the subarea follow.

Meridian Park Neighborhood—Located in the center of Shoreline, the Meridian Park Neighborhood extends north to south from N 185th Street to N 160th Street and west to east from Aurora Avenue N to Interstate 5. The neighborhood has several parks, including Cromwell Park (bordering the subarea) and Ronald Bog natural area and park (located outside the subarea), home to the signature artwork the "Ponies." The neighborhood is proud of opportunities residents have to get close to nature, with a diversity

of wildlife at Ronald Bog Park and other areas, including ducks, birds, turtles, frogs, and an occasional beaver, to name a few.

Similar to the history of other Shoreline neighborhoods, many of the homes were developed during the post World War II era and the Baby Boom decades. Families were attracted to the opportunities to purchase new homes developed at economical prices located in various plats. The area became known as a great place to live, and high quality schools were established along with parks to serve the new residents. Today, the predominant land use in Meridian Park still consists of single family homes, with the exception of commercial uses along Aurora Avenue N.

Echo Lake Neighborhood—The Echo Lake Neighborhood extends from the Shoreline city limits and King County line (at 205th Street) to the north, to 185th Street to the south, and extends east and west between Aurora Avenue N (State Route/Highway 99) and I-5.

Echo Lake has an interesting history that intertwines with the history of Shoreline. Settlers started moving to the area by 1862 and in 1900, a shingle mill was built at the north end of Echo Lake. The mill burned down in 1912 and was never rebuilt.



Meanwhile, workers were busy building the Interurban streetcar rail line, headquartered at a camp located near the mill. The trolley line extended between Seattle and Everett and brought more people to Echo Lake and the surrounding area for recreation. Today, the Interurban Trail, a signature public recreation corridor in Shoreline, follows the old streetcar's alignment.

As more people began owning automobiles, Echo Lake became a popular attraction for day trips. The North Trunk Road was constructed in 1913 to serve the area and paved in brick. A portion of this road, today known as Ronald Place (named after Judge Ronald, an advocate for construction of the road), has been preserved as an important historic feature of Shoreline.

Interest in the area prompted development in the 1910s and 1920s and "Echo Lake Park" became one of the first plats, advertised as "an ideal setting for getting away and owning your own little piece of rural America." After residences became established, businesses followed, and eventually the new, straight Highway 99 was built replacing portions of the old winding brick road.

While more and more businesses sprang up along the Highway 99 thoroughfare, changing the character of the corridor, Echo Lake continued to be known as a fun place to go into the 1930s, 1940s, 1950s, and beyond. The Echo Lake Bathing Beach and Holiday Resort were popular weekend escapes for visitors from the city, looking for a rural retreat.

Echo Lake's history as a popular recreational destination continues to this day with the recent development of the Dale Turner Family YMCA near the south end of the lake. The Echo Lake Apartments are

another recent mixed use redevelopment project with multifamily residences and businesses at the corner of Aurora Avenue N and N 192nd Street. While land uses along Aurora Avenue N are predominantly commercial, elsewhere throughout the Echo Lake Neighborhood there are a variety of single family and multifamily housing options, along with schools, parks, and other community destinations, including the Shoreline Center.

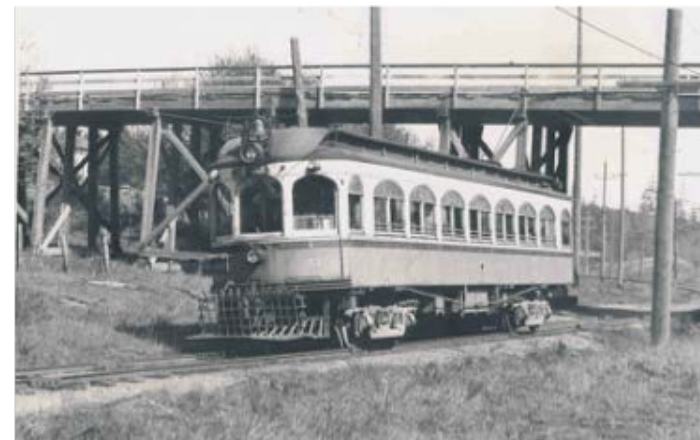
North City Neighborhood—The North City Neighborhood is located east of Interstate 5 and extends to NE 195th Street to the north, NE 160th Street to the south, and the City of Lake Forest Park to the east. 15th Avenue NE is the central spine of the neighborhood and the North City business district (discussed in more detail later in this section) has become a commercial hub for Shoreline neighborhoods east of Interstate 5. The eastern edges of the neighborhood rise in elevation and the roads wind through forested, hilly topography to provide access to homes. An interesting story of this area, based on knowledge of long-time residents, relates to the dirt motorcycle paths that people rode on for recreation in the mid-1900s. This area came to be called "motorcycle hill." Later in 1954, the Firview Terrace subdivision was developed, and recreational motorcycling in the forested hillside area was no longer an option.

With commercial, mixed use, office, and multifamily residential uses concentrated primarily in the North City business district centered around NE 175th Street, the remainder of the neighborhood consists primarily of single family homes. With approximately 2,859 homes, North City is one of the largest neighborhoods in Shoreline .

Historic Photos of Shoreline



The historic image above, circa 1910, shows the old Interurban Streetcar line looking northwest. The image below, circa 1916, shows a group visiting from Ballard in Seattle for a day of berry picking near the lake. (Photos courtesy of the Echo Lake Neighborhood Association and Shoreline Historical Society, with some photos donated by Florence Butske)



The historic image above from 1930 shows a woman standing along the new Highway 99, with the new Echo Lake Bathing Beach sign, and the image below shows the Interurban Trolley crossing under the trestle at N 200th Street. (Photos courtesy of the Echo Lake Neighborhood Association and Shoreline Historical Society, and photos donated by Florence Butske)

NOTE: While these historical scenes are from locations outside the station subarea, they provide context of the history of development of the Shoreline area

Existing Conditions in the 185th Street Station Subarea



Cromwell Park



Looking East on 180th Street toward North City



Shoreline Center at the southeast corner



Aurora Avenue North green street improvements



North City Park



Shoreline Pool operated by the City of Shoreline

Looking North on 8th Avenue NE from NE 180th StreetPowerline corridor looking north from NE 185th Street

North City, 15th Avenue NE

With recent and ongoing redevelopment of the business district, the neighborhood now offers a variety of housing choices (for sale homes and condominiums as well as homes and apartments for rent) for a diversity of budgets. The neighborhood also features nearby parks with playgrounds and active recreation facilities, as well as natural open spaces, wooded areas with trails, and other amenities that are easily accessible by foot.

Ridgecrest Neighborhood—The Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. As such, this neighborhood borders the subarea. While no zoning changes are proposed under the 185th Street Station Subarea Plan to the Ridgecrest neighborhood, the subarea planning process for the 145th Street Station is currently underway and potential zoning alternatives in the neighborhood are being evaluated in a separate environmental analysis.

The first major housing development in the neighborhood happened in the mid 1940s, near the end of World War II. Returning soldiers could purchase any one of the 100 houses that were built in 100 days. So many families with school age children moved to the neighborhood that the newly completed Ridgecrest Elementary School had to run double shifts. The majority of the single family housing stock was built in the late 1940s to early 1950s on large lots, set well back from the streets. Although some homes in this neighborhood were built earlier, including a log cabin built in 1933 from trees logged from the property that still stands today (but is located outside the station subarea).

Today, Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational.

According to the 2010 US Census, Ridgecrest had 6,116 residents and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine churches and four parks, as well as Shoreline's only theatre and skate park and the oldest operating 7-11 store in the State of Washington.

Special Districts, Key Sites, and Redevelopment Opportunities

Town Center District

Located in the middle mile of the city's three-mile-long Aurora corridor (Highway/SR 99), Town Center is the geographic center of the community of Shoreline. Located at the crossroads of three of the city's most heavily traveled roads, N 175th Street, N 185th Street and Aurora Avenue N, Town Center is the civic and symbolic center of the community. Early in the life of the new City of Shoreline, a citizens survey identified this area as the "Heart of Shoreline."

The Town Center Subarea Plan, adopted in 2011, makes note of the growth management strategy in the Vision 2040 plan for the central Puget Sound region, which forecasts an additional 1.7 million people and 1.4 million jobs in the region by 2040 with only a negligible increase in the size of the region's urban growth area. This strategy, combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, means there will be increasing pressure on close-in cities such as Shoreline to accommodate future growth.

Shoreline's ability to accommodate these pressures while maintaining the community's reputation as one of America's best places to live will be a critical in the coming decades. Implementation of the Town Center Subarea Plan will be one important strategy to help Shoreline meet that challenge.

Portions of the Town Center Vision Statement restated below articulate the intended future for this central core of the City:

"Shoreline Town Center in 2029 is the vibrant cultural and civic heart of the city with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events. People of diverse cultures, ages, and incomes enjoy living, working, and interacting in this safe, healthy, and walkable urban place

...Notable features include a number of green open spaces with both large and intimate enclosed plazas, storefronts opening onto parks and wide sidewalks, underground and rear parking, numerous ground-floor and corner retail options within mixed use buildings, and internal streets within large blocks with other pathways that provide safe, walkable and bikable connections throughout the Center...

Building heights range from one to three stories within transition areas adjacent to single family residential areas along Linden and Stone Avenues and up to six stories in mixed use buildings along sections of Aurora Avenue N, while buildings in the Midvale and Firlands areas are generally four to five story mixed use structures. Building materials, facades, designs, landscape spaces, as well as public art and green infrastructure features represent a

wide variety of styles and functions while maintaining a harmonious look and feel.

The City of Shoreline has long been committed to the realization of the three E's of sustainability—environmental quality, economic vitality, and social equity—and Town Center has successfully integrated these values to achieve sustainable development."

Consistent with this vision and the goals and policies of the Town Center Subarea Plan (summarized in Chapter 2 of this FEIS), there are redevelopment and revitalization opportunities throughout Town Center, some of which have already been realized and some still to be implemented in the coming years.

The 185th Street Station Subarea overlaps with the Town Center Subarea at the west end of N 185th Street, near the intersection with Aurora Avenue N. There are opportunities to enhance the sense of gateway toward the west to Town Center, within the 185th Street Station Subarea, as well as to enhance the sense of gateway toward the east, as the key corridor connecting to the 185th Street light rail station.

North City District

The North City Subarea is a business district that includes primarily commercial uses as well as some mixed use, multifamily residential, and office/employment uses. Located at the east end of the 185th Street Station Subarea, North City is a linear district focused around the central spine of 15th Avenue NE, extending from 24th Avenue NE to a few blocks south of NE 170th Street.

SITE 1: SW CORNER OF 15TH AVENUE NE & NE180TH STREET



SITE 4: SW CORNER OF 15TH AVENUE NE & NE 175TH STREET



Vision illustrations of North City from the North City Subarea Plan

The City of Shoreline adopted a subarea plan for North City in 2001. The subarea has been undergoing redevelopment and revitalization as a result of plan adoption, and additional opportunities for redevelopment still exist in the subarea today.

The North City Subarea Plan called for recognizing the heart of North City as being located along 15th Avenue NE, between NE 175th and 177th Streets with the corner of NE 175th Street as the gateway to the area. The plan therefore requires first floor retail here. Retail is allowed, along with residential on the rest of the street. In order to maximize the spatial quality of a neighborhood main street, the buildings along 15th Avenue NE area required to step back from the street as they get higher. In order to establish a walkable shopping environment, 15th Avenue NE is reduced to three lanes, the middle lane functioning as the left-turn lane. This configuration will slow traffic without impeding flow.

With recent development and parking concerns, there have been lessons learned about potential conflicts that can arise between large multifamily development and adjacent single family homes. This has helped to inform the station subarea planning process.

Shoreline Center

The Shoreline Center was once the location of Shoreline High School and is now the home of central offices of the School District, offices for several local non-profit agencies, and conference center facilities. The Shoreline Center is owned and operated by the Shoreline School District, which allocates proceeds from the Center's operations to the general fund of the 10,000 student district.

The forty-acre campus, located just west of the I-5 corridor and north of N 185th Street, also includes the Shoreline Stadium (a venue for local and regional school sports events), the Spartan Recreation Center (a multi-use community facility jointly owned and operated by the Shoreline School District and the City of Shoreline), and the Shoreline / Lake Forest Park Senior Center (a

community support center and gathering place for senior citizens). On adjacent property to the north of the campus, the City of Shoreline operates the Shoreline Pool and Shoreline Park.

The Shoreline Conference Center hosts a wide variety of events from small meetings and workshops to large conferences and conventions, and social gatherings such as community banquets and wedding receptions. One of the ten largest event venues in the Seattle area, the Conference Center's hallways serve as a gallery for art work created by students of the Shoreline School District, enjoyed by hundreds of thousands of visitors each year. Works by local professional artisans are also displayed in the on-site gallery of the Shoreline Lake Forest Park Arts Council.



Luncheon event at the Shoreline Conference Center

Recognizing the potential opportunities that could be afforded with redevelopment of the large site, the School District intends to hire a consultant to examine the best use for their property

with regard to their mission. Redevelopment concepts in the 185th Street Station Subarea Plan can help to inform potential options for the Shoreline Center site, and the City welcomes input from the District about their long-term vision for properties within the subarea. However, it should be noted that any decisions about redevelopment of the site are entirely up to the School District.

North City Elementary School Site

The North City school site, located at 816 NE 190th Street in the subarea, is the former site of the North City Elementary School. Presently, the North City Cooperative Preschool and Home Education Exchange (providing resources to home schooled students and parent teachers) are operated at this location.

The four-acre North City Park site is located to the north of the school site. The elementary school, which had an enrollment of approximately 375 students, was closed at the end of the 2006-2007 school year after Shoreline School District determined elementary students could be accommodated at other schools. This resulted from a decline in student enrollment that occurred over the previous decade.

Given that this site is actively used and there would be a need for additional school facilities and services in the future as the neighborhood grows, the Shoreline School District intends to retain this property. The 185th Street Station Subarea Plan recognizes its use as an important existing and future educational site. Any decisions about future use of this site would be entirely up to the School District.

Seattle City Light Transmission Line Rights-of-Way

Seattle City Light (SCL) transmission lines occupy a right-of-way that extends through the subarea from north to south from the corner of 10th Avenue NE and NE 188th Street, diagonal through the block and then extending down the east side of the 8th Avenue NE right-of-way. While access must be maintained to the transmission towers for maintenance, Seattle City Light may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea, contingent upon approval by SCL.

Church Properties

There are a number of church properties within the station subarea that hold potential for redevelopment due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to housing (including affordable options). Proposed zoning for the Preferred Alternative, Alternative 4 would support this redevelopment (as would the zoning under Alternative 3—Previous Most Growth and Alternative 2—Some Growth). These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

Home-based Businesses and Interest in Converting from Single Family Use

There are a few small neighborhood businesses in the subarea, and an interest in more flexibility to convert single family homes to office and small business use. As with other urbanizing areas,

there will be a growing need for more neighborhood services and businesses in the subarea, under any of the action alternatives studied in the FEIS. There is also an increasing trend in teleworking, with more people interested in having home-based businesses and offices. This growing need can be addressed through adjustments to zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes, and to convert single family homes to business and office uses. Refer to discussion later in this section about proposed zoning and development provisions that would accomplish this under the action alternatives.

Redevelopment Potential Based on Market Analysis and Recent Trends

Redevelopment opportunities in the subarea are based on a specific station subarea market assessment prepared for the City of Shoreline by BAE Urban Economics (November 2013). Information from Sound Transit's Lynnwood Link Extension Station Area Transit-Oriented Development Potential report (April 2013) also was reviewed. Redevelopment opportunities consider the long-range potential for growth and change in the station subarea consistent with Shoreline's vision and the regional objective to maximize the number of people living and working in proximity to high-capacity transit.

Key findings of the station subarea market assessment completed by BAE Urban Economics include the following.

- Key target markets over time would include younger millennial and older empty nester households seeking

both for sale and for rent options, as well as a more mixed use urban environment.

- There is the potential to create transit-oriented development at the new NE 185th Street Station and connect it via an enhanced transit boulevard to the emerging transit-oriented development of the Aurora Avenue N/Town Center corridor and the mixed use node in North City along 15th Avenue NE. The proximity of the core commercial area in North City to the proposed light rail station presents an opportunity to enhance access for pedestrians, bicycles, and local transit along NE 185th Street, 10th Avenue NE, and NE 180th Street, as well as other streets in the subarea. This is also the case in making connections to the Aurora Avenue N corridor, located approximately one mile from the proposed station. These improvements would enhance residents' access to and from the new station, as well as to and from retail and neighborhood services.
- The primary market opportunity for new development at the NE 185th Street Station Subarea is the development of residential units over the next twenty years. Approximately 700 units would represent 15 percent of the new residential growth that PSRC projects for all of Shoreline through 2035, but there may be additional demand beyond this, and certainly there would be additional longer-term demand in the subarea. The redevelopment of the Shoreline Center site, west of I-5 would serve an important role in the station subarea's overall growth over the long-term.

While the market assessment prepared by BAE Urban Economics for the 185th Street Station Subarea identified a potential demand for up to 700 residential units through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, what happens at the Shoreline Center site, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors.

- Due to the complexities of assembling properties to create large enough sites for redevelopment into housing and mixed use redevelopment, the process would be incremental and gradual. For this reason, some of the larger sites, such as church properties, the Shoreline Center site, etc. could be better suited to moving ahead in the redevelopment process if their owners are interested and willing to redevelop or sell to developers.
- A variety of residential types could be supported around the station subarea, including a mix of for-sale condominiums, for rent apartments, townhouse and row house units, various other types of multifamily and attached single family buildings, and small single family clustered housing/cottage units. Another potential product type based on Shoreline's aging population would be age-restricted (55+) housing.

- In the initial years of neighborhood redevelopment, after the light rail station is operating, it is anticipated that the demand for retail would be limited to a small amount of convenience oriented retail serving residents and transit riders and located at the transit station (once the station is operating). The station area currently lacks retail uses, with the nearest neighborhood retail located just over one-half mile away on 15th Avenue NE, and the city's primary commercial corridor on Aurora Avenue N one mile away. The station area is too far away from either of these areas and lacks I-5 access to draw some types of retail. However convenience-oriented, neighborhood retail uses (e.g. coffee shops, cafes, sundries, personal services, etc.) located at the station, or within a direct sight line between the station and any parking structure, would maximize access to transit riders and immediate area residents and have the greatest potential.
- Over the longer term, more demand for neighborhood-serving retail and services would be driven by increased population and households in the subarea. It may be beneficial to adopt zoning that would allow conversions of single family homes along major corridors for these types of uses (e.g. homes converted to dental office, tax accountants, coffee shops, etc.) to serve the transitioning demand over time.
- There appears to be little potential for office or other types of institutional uses. Shoreline does not currently have a substantial office market and is positioned between much larger office markets in Lynnwood and

North Seattle. Most existing office space is geared toward local-serving professional and service firms.

- The existing development pattern of the station area and its location will cause redevelopment to happen very gradually, over many decades, due to the difficulty of assembling sites for development in the single-family neighborhoods given current parcel sizes. Development interest is likely to be more focused on the Aurora Avenue N and North City corridors because they are established locations that already offer a mix of housing types and retail choices.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014 forecast of "development prospects," ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use.

Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles. While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey "America in 2013: Key Findings on Housing, Community, Transportation, and the Generations" ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and

recreation opportunities, walkability, and short distance to work or school all ranked as important or very important.

Shoreline's reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades. However, the potential timing and pace of redevelopment is difficult to predict given the influences of market forces, property owner interests, the need to assemble large enough parcels for redevelopment, and many other factors described earlier.

For more information on market analysis and trends refer to the report prepared by BAE Urban Economics, available at: <http://www.cityofshoreline.com/Home/ShowDocument?id=15704> as well as the analysis prepared by Leland Consulting Group for the 145th Street Station Subarea, available at: <http://www.cityofshoreline.com/home/showdocument?id=17855>.

A final point to note regarding market analysis: The Lynnwood Link Extension Station Area Transit-Oriented Development Potential report completed by Sound Transit in 2013 included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were generally consistent with the findings of the subarea market assessment described above.

Relationship of the City of Shoreline Comprehensive Plan and Code Provisions to the Subarea Plan

The 185th Street Station Subarea Plan would become an adopted element of the City of Shoreline Comprehensive Plan. Additionally, the City of Shoreline Comprehensive Plan contains extensive goals and policies that are relevant to the subarea and planned action, including specific framework policies for the light rail station areas and Land Use Element policies that guide station subarea planning. Relevant goals and policies of the Comprehensive Plan, as well as the plan's land use designations, and other applicable provisions are summarized in Chapter 2 of this FEIS. Comprehensive Plan amendments would be required to support adoption of the subarea plan, as described later in this section under 3.1.2 Analysis of Potential Impacts.

The City of Shoreline's Development Code, a section of the Shoreline Municipal Code includes requirements, standards, and guidelines for zoning and development, including private and public facilities. Specific revisions and updates to the Development Code would be required with adoption of the subarea plan. Since light rail is a new form of transit service coming to the community with unique opportunities, the Development Code revisions would include new and unique regulations to implement the City's vision for the subarea. Development Code amendments to support the 185th Street Station Subarea Plan would create new zoning designations and provisions to address building setbacks, architectural step-backs of buildings, building heights, design standards, allowable uses, housing types, transition standards between land uses, parking

requirements, and affordable housing provisions. These are described in more detail in Section 3.1.3 Mitigation Measures.

3.1.2 Analysis of Potential Impacts

This section of the FEIS analyzed potential impacts related to land use of the four alternatives: Alternative 4—Preferred Alternative, Alternative 3—Previous Most Growth, Alternative 2—Some Growth, and Alternative 1—No Action. Proposed zoning under the three action alternatives is shown in **Figures 3.1-4, 3.1-6, and 3.1-7** later in this section. Alternative 1—No Action retains existing zoning and is shown in **Figure 3.1-8**.

Given Shoreline City Council’s designation of Alternative 4 as the Preferred Alternative, analysis in this section of the FEIS focuses on the potential impacts of adoption and implementation of Alternative 4 (or potential phasing thereof), while also briefly summarizing the potential impacts of other alternatives for comparative purposes. Refer to the DEIS for additional discussion and information regarding Alternatives 3, 2, or 1.

For more information about how Alternative 4 was developed and selected for environmental analysis, refer to Chapter 2 of this FEIS. For more information about forecasted growth and growth targets for population, households, and employment, refer to Chapter 2 and Section 3.2 of this FEIS.

Necessary Plan and Code Amendments

Adoption of any of the action alternatives, including Alternative 4—Preferred Alternative, would require updates to the Shoreline Comprehensive Plan and Shoreline Municipal Code (including the Development Code and zoning provisions). This is an expected

outcome of the subarea planning process, and the City is prepared to make these amendments.

Comprehensive Plan amendments effective upon adoption of the subarea plan would revise the Land Use Map to correspond with zoning designations. Goals and policies of the Land Use Element, including those pertaining specifically to Mixed Use and Commercial Land Use and Light Rail Station Subareas would be revised to more closely align with the subarea plan and its proposed policies as part of the 2015 docket cycle. Because Comprehensive Plan policies listed in Chapter 2 are applicable to the subarea, the subarea plan includes a nominal number of proposed policies, which would provide direction regarding implementation or further study.

Shoreline Development Code provisions would need to be amended specifically related to zoning designations and other regulations. Proposed zoning is described later in this section. All three action alternatives would require amendments to the zoning and Development Code provisions. City zoning maps would need to be amended, and zoning descriptions and requirements related to the new zoning categories would need to be integrated into the City’s Code.

The City intends to amend its existing zoning provisions and development standards to better support the adopted subarea plan. This would include providing more flexibility for home-based businesses (with a longer list of types of business and office use allowed) as well as for converting single family homes to exclusive business or office use.

The City is considering potential amendments to the Development Code to allow for development agreements within

the MUR-85' zone. With a development agreement, bonus density/height could be granted by the City with the provision of specific amenities in the project (such as parks and open space preservation, low impact development, affordable housing, and other provisions). Other development standard amendments address requirements such as height, setbacks, step backs in buildings, architectural treatments, and a variety of other provisions applicable to the MUR-85', MUR-45', and MUR-35' zoning.

Recommended Development Code amendments are described under 3.1.3 Mitigation Measures, and will constitute Exhibit C of the Planned Action Ordinance, which is the mechanism by which they will be adopted, potentially at the February 23 Council meeting.

Alternative 1—No Action would not amend existing zoning or development standards.

Proposed Zoning Categories and Descriptions

Three new zoning categories are being introduced for the subarea. These would be applicable under any new zoning adopted for the subarea.

- MUR-85': Mixed use residential with 85-foot building height
- MUR-45': Mixed use residential with 45-foot maximum building height; based on R-48 zoning
- MUR-35': Mixed use residential with 35-foot maximum building height; based on R-18 zoning

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City is updating Code provisions to add these zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations. Refer to the figures at the end of this section for illustrations of potential housing styles that could be built within these zoning categories.

MUR-85'

Mixed-Use Residential—85-foot height: This zone would allow building heights of 85 feet (generally 7 stories tall). Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. This designation could be applied to areas within roughly a ¼ mile of the station, and allow the highest intensity uses. Generally, 7 stories is as tall a building as can be built using concrete and wood; above that steel must be used, which substantially raises construction costs. Extra height was included to allow for mechanical equipment, or potentially amenities like a gazebo on a green roof.

The Planning Commission discussed, and included in draft regulations, provisions for a developer agreement that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section and draft development regulations for more information.

It is anticipated that it could take many years to implement redevelopment at the density allowed in the MUR-85' zoning. Redevelopment of this type (supporting building heights of seven stories or more with development agreements) would require aggregation of a large number of parcels. It is not currently known how many single family property owners are interested in aggregating their lots for redevelopment. Also, given current market forces, it may be some time before this building type is developed in the subarea.

MUR-45'

Mixed-Use Residential—45-foot height limit: Similar to the existing zoning category R-48 that allows 48 dwelling units per acre, this zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet (differing from the height limit of R-48, which currently varies from 40 feet if adjacent to single family zones, 50 feet if adjacent to multi-family zones, and 60 feet with a Conditional Use Permit). The new MUR-45' zone would be limited to 45 feet regardless of adjacent zoning, which equates to a 4-story building. The MUR-45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45', and single family homes could be converted to commercial and professional office uses like in MUR-35'.

MUR-35'

Mixed-Use Residential—35-foot height limit: Similar to the existing zoning category R-18 that allows 18 dwelling units per

acre, this zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

Change of MUP Zone in DEIS to MUR-85' in FEIS and Developer Agreements

The Master Use Permit (MUP) category introduced in the DEIS has now been replaced with the MUR-85' category, with the understanding that Development Agreements can be implemented anywhere within the MUR-85' zoned areas.

MUP was to be a new zoning designation that only applied to the previous Alternative 3 in the DEIS. This designation was proposed to allow flexibility for development standards on large sites and would apply bonus height and density based on the variety and amount of community amenities and spaces offered by the developer. The new MUR-85' category now provides this flexibility.

The built form assumed for the MUP zoning designation would allow up to a 140-foot maximum height limit and was designated for use on the Shoreline Center site only. With development of Alternative 4—Preferred Alternative, it was determined that the bonus for density and height could apply to any property zoned MUR-85', not just the School District sites, but anywhere with the

zoning designation of MUR-85' if the project provides certain amenities. Required provisions would include affordable housing, park space, green building, and structured parking. Optional amenities could include a number of other community amenities. In this negotiated agreement, additional height/density could be awarded, allowing heights to exceed 85 feet, but not more than 140 feet. For purposes of the analysis in this FEIS, it was assumed that 25 percent of the properties zoned MUR-85' would be developed to the 140-foot height at build-out, although this assumption is likely high given current market forces and property configurations in the subarea.

Potential Phase 1 Zoning Area of the Preferred Alternative

If Council were to adopt Alternative 4—Preferred Alternative entirely or in phases, it would serve as a long term master plan for the subarea, and provide the most capacity to achieve the desired vision for the station subarea. Comprehensive Plan Land Use policy LU31 provides direction to examine phasing redevelopment. In a joint meeting of the Shoreline Planning Commission and City Council on September 29, 2014, they discussed the benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades, and weighed them against potential disadvantages to phased zoning.

The City Council decided to study the potential of phasing zoning over time, and on October 2, 2014, the Planning Commission defined boundaries of a potential “Phase 1” zoning area. This approach would require that redevelopment under the new

proposed zoning categories within the next twenty years would be located within the proposed Phase 1 boundary.

The Phase 1 zoning area identified by the City is shown in **Figure 3.1-5** later in this section. This proposed Phase 1 zoning area would be in place for nearly twenty years (according to the draft code language being proposed- ten years after light rail is operational in 2023). The City Council could then revisit the proposed zoning of the subarea plan and “unlock” the remaining area of zoning at that time.

The proposed Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station and along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor than the full extent of zoning proposed under Alternative 4.

Over the next twenty years and beyond, it will be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas. The Phase 1 zoning area would help to provide this. Rezoning in a phased manner also would allow the opportunity to monitor the development market and redevelopment results and determine where regulations and incentives are creating the kind the community envisioned through the subarea planning process, prior to allowing redevelopment of a larger area.

The proposed Phase 1 zoning area attempts to balance to the provision of an adequate level of housing choice and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years, which could result in unintended effects such as spotty development patterns, delayed maintenance, and over-valuing of property. Implementing the Phase 1 zoning area would help to focus initial development closer to the station and define an area for concentrating improvements within the next twenty years to support initial growth. This could also potentially be accomplished by targeting incentives to smaller geographic areas along the 185th Street corridor.

Decision-makers are interested in hearing from residents regarding their preference on whether or not to phase adoption of zoning.

Retention of Existing Zoning Designations

The action alternatives would retain varying portions of the subarea in existing zoning designations. Existing zoning categories in the subarea were listed in Chapter 2. For more information about these zoning designations, refer to the DEIS and the Shoreline Municipal Code:

<http://www.codepublishing.com/wa/shoreline/>

Consistency with Plans and Policies

The Washington State GMA requires participating jurisdictions to conduct capital facilities planning for six and twenty year planning horizons. This FEIS and the 185th Street Station Subarea Plan summarize capital facilities improvements that would be needed to support implementation of rezoning (redevelopment) in the station subarea over the next twenty years. The subarea plan and

planned action will set a growth target that provides a framework for anticipated population, household, and employment growth between 1.5 percent and 2.5 percent annually. By identifying an area for initial focus, capital improvements can be better defined to serve that area.

If growth were to exceed the overall average of 1.5 percent to 2.5 percent and occur more quickly, achieving the twenty year growth target more quickly, the City would update capital facilities improvements planning to support additional growth beyond the twenty year target. The City updates its capital facilities plans on a regular basis anyway, and will continue to closely monitor improvement needs in the subarea as growth and change occur over the next twenty years to ensure that sufficient infrastructure (transportation, utilities, etc.) is in place to support redevelopment as it occurs.

Alternative 4—Preferred Alternative best supports the City's and region's adopted plans and policies for more intensive and vibrant urban development around high-capacity transit stations. Redevelopment implemented under Alternative 4 would support many of the City's adopted policies under various elements of the Comprehensive Plan, as well as adopted policies and provisions of the Town Center and North City Subarea Plans. The Preferred Alternative also would support a variety of local, regional, state and federal policies related to smart growth, livability, and climate action. Refer to Chapter 2 for a list of policies at the local, regional, state, and federal levels that are relevant to and supported by the subarea plan.

Alternative 3—Previous Most Growth and Alternative 2—Some Growth also are consistent with adopted plans and

policies, but to a lesser extent than Alternative 4. Alternative 4 would result in the highest level of housing choices including affordable housing and the most opportunities for creating an equitable transit-oriented community, consistent with adopted plans and policies. While Alternative 3—Previous Most Growth proposes more employment than Alternative 4, it would result in fewer housing opportunities.

Alternative 1—No Action is not consistent with or supportive of the City's adopted Comprehensive Plan or policies of other plans adopted by the City. Alternative 1 also it is not consistent with plans and policies adopted at the regional, state, and federal levels, it is not a viable option for meeting the purpose and need of the planned action.

Land Use Patterns and Compatibility between Land Uses

Under all alternatives, it is anticipated that the subarea would experience growth and change. Alternative 4—Preferred Alternative would result in the most change at full build-out of all the alternatives. That said, it is anticipated that the pace of change during the first twenty years after adoption would generally be the same with any of the action alternatives. It is estimated that the pace of growth and change would average around 1.5 percent to 2.5 percent annually.

The differences in the level of change expected among the alternatives, as well as implications on compatibility between land uses, are described below.

Alternative 4—Preferred Alternative would create change more broadly than under Alternatives 3 or 2. Change to the higher density of MUR-85' is proposed north of the Shoreline Center site and MUR-45' west and northwest of Shoreline Center in Alternative 4 but not in Alternative 3 or 2. This change in land use pattern also may be more prominent in the subarea given that the geographic area north and northwest of the Shoreline center is higher in elevation than other areas.

The pattern of proposed zoning would result in appropriate transitions between land uses. For example, MUR-45' is typically located between MUR-85' and MUR-35' zoning. MUR-35' zoning is typically located between MUR-45' and single family zoning such as R-6. Even with these provisions, as change occurs throughout the subarea, there could be incompatibilities between new redevelopment and existing homes. Even though the underlying zoning would allow more density, single family use may continue in the MUR-35', MUR-45' and MUR-85' zoned areas. The City's development standards provide setbacks, landscaping requirements, and other provisions to provide buffers between land uses that would help to address these issues.

Alternative 4 provides the most capacity for growth and change, and as such offers the most flexibility to respond to market forces and property owners' willingness to redevelop or sell. This may help to create more transit-oriented development sooner than under alternatives that propose rezoning over less land area.

The Phase 1 zoning area would focus the amount of change in the next twenty years within the proposed boundary. Zoning

transitions would not necessarily occur with the initial adoption of the Phase 1 zoning area; although these eventually would be activated with adoption of all of the zoning of Alternative 4—Preferred Alternative. This could result in some MUR-85' and MUR-45' zoned land being redeveloped directly adjacent to land remaining in R-6 zoning over the next twenty years. As mentioned above, this condition would be expected anyway as the subarea builds out. Setback and landscaping requirements in the City's development standards would help to address transitions between these uses.

Because the Phase 1 zoning area would activate less land area with new zoning in the next twenty years, there would be less capacity for growth and change, which may limit redevelopment opportunities based on market forces and property owners' interests.

Alternative 3—Previous Most Growth proposes less extent of change than Alternative 4, but more than Alternative 2. However, more office and commercial use would be expected under Alternative 3 than under Alternative 4 or 2 based on the proposed zoning. Alternative 3 includes the same transitions in zoning as described above under Alternative 4 and it would require the same development standards. The same incompatibilities would be expected as described under Alternative 4 as the subarea redevelops. Alternative 3 would have less capacity and flexibility to respond to market conditions and property owners' interests than Alternative 4 since less land area would be rezoned.

Alternative 2—Some Growth would result in the least amount of change at build-out. The same incompatibilities could occur as

redevelopment builds-out, but there would be less potential for this to occur since the overall level of change would be less. Alternative 2 would provide the least amount of capacity and flexibility for redevelopment opportunity given that it proposes rezoning of the least amount of land area.

Alternative 1—No Action retains existing zoning. However, ***“No Action” does not translate to “No Change” in the subarea.*** With the implementation of light rail, there would be greater demand for land uses in proximity to the station, particularly for housing. The current zoning for much of the subarea is R-6 (with the exception of the North City district on the east side of the subarea, which has a mix of commercial and multi-family uses and the Town Center area near Aurora Avenue on the west side of the subarea, which has a mix of commercial and employment uses). The R-6 zoning allows six units per acre. The average number of units per acre currently built in the subarea is 2.7. As such a substantial number of new housing units (more than double the current number) could be constructed over time in the subarea under the current zoning. Attached single family homes (such as duplexes, triplexes, and townhouses) and accessory dwelling units (attached or detached, maximum one per lot) are allowed in the R-6 zone if proposed redevelopment meets certain criteria (refer to Shoreline Municipal Code 20.40.510). The current maximum height for buildings in the R-6 zone is 35 feet.

Much of the housing stock in the subarea is reaching an age of 50 to 60 years or more, and some residents have made substantial renovations to their homes or have demolished existing homes to build new ones. This trend likely would continue under Alternative 1. With the anticipated demand for more housing that

will occur with light rail, as homesites are redeveloped in the subarea in the future (under Alternative 1—No Action), the community could expect to see either larger and taller single family homes or combinations of various types of attached multiple-unit single family buildings and accessory dwelling units.

Most homes in the subarea are currently one story or two stories in height (approximately 15 to 25 feet high). New residential buildings, including accessory dwelling units, could be constructed to a maximum height of 35 feet (approximately 3 to 3.5 stories). For comparative purposes, throughout north Seattle, there has been significant construction of this type over the last twenty years, which has changed the character of single family neighborhoods.

It is also important to note that redevelopment under Alternative 1—Not Action would not be consistent with the adopted vision for the light rail station area as a vibrant, equitable transit-oriented district. Single family redevelopment under the No Action Alternative would provide fewer opportunities for new affordable housing than proposed under Alternative 4, 3 or 2, as well as a significantly lower overall quantity of various types of housing to fit diverse income levels, and substantially less mixed use/neighborhood commercial at street level. Increased housing choice and affordability will be needed to serve the growing demand in the subarea over the long term.

Without zoning changes to require higher densities, single family home development would continue to be the focus in the subarea. Transit-oriented redevelopment opportunities, with a variety of housing choices and mixed use development, would

not occur. While there could be some new development in the North City and Town Center subareas, these are located outside of the typical half-mile walking distance of the light rail station.

Opportunities envisioned for the redevelopment of the Shoreline Center and other sites (such as church parcels) would not be realized under this alternative since the existing R-6 zoning would remain in place. Investments in infrastructure and street improvements in the subarea would be very limited compared to the action alternatives.

Potential Built Form and Neighborhood Character

Each of the action alternatives proposes a mix of zoning under the MUR-85', MUR-45', and MUR-35' categories, along with retaining other existing zoning categories in the subarea. Each alternative has been modeled to show the expected built form (housing and development) that could result from implementation. Illustrations later in this section present simulated 3-D Sketch Up models for each alternative. These models conceptually illustrate the potential building form that could occur with full build-out of each alternative using the SketchUp model technique. The colors shown in the model graphics represent the MUR zoning designations described previously. Photographic examples of the built form/housing types that could be constructed under the new MUR zoning categories.

Renderings also have been developed show possible redevelopment concepts for various locations in the subarea and are presented later in this section, along with layout concepts of

how potential redevelopment could be configured adjacent to existing and new streets in the subarea. It should be noted that these illustrations are conceptual and represent a point in time of phased development that could occur over many decades in the future.

Building Heights

Alternative 4—Preferred Alternative proposes the most MUR-85' zoning of the action alternatives. The MUR-85' zoning allows a base height of 85 feet. A bonus height/density of up to 140 feet may be allowed for projects that meet special requirements through development agreements. Projects implemented through development agreements would be subject to a public process.

If development projects were to incorporate characteristics such as green building, additional affordable housing, public open space, and other amenities, they would have the ability to add bonus height/density to their projects, which could involve increases in height above the 85-foot level in all areas zoned MUR-85'. Population and household unit calculations in this FEIS assume this would occur over approximately 25 percent of the area zoned MUR-85' and buildings would not exceed 140 feet.

If over time the City observes a trend that could lead to more than 25 percent of buildings in height over 85 feet (and greater density), the City would need to conduct a supplemental environmental impact analysis to evaluate the potential impacts and reassess project and program needs to support the additional density.

Alternative 3—Previous Most Growth, also assumes that building heights of up to 140 feet would be allowable at the Shoreline Center site, but no other locations in the subarea. Alternative 4—Preferred Alternative changes this assumption, and instead assumes that the 140-foot building height could be implemented in any location zoned MUR-85' for a project that meets special requirements through a development agreement.

Market analysis has indicated that there may be minimal demand for mid-rise buildings in the subarea in the foreseeable future. However, over time this demand could grow. Zoning would preserve a broader range of possibilities for the subarea over the long term.

The MUR-85' zoning allows buildings in the construction type "5 over 2" translating to five stories of wood frame construction over two levels of a concrete podium base. The ground floor of this type of construction typically includes active uses along the street with parking behind the active uses and below grade. The second level can be housing, office, or commercial use, or in some case it can be structured parking. This is a common type of construction in the region for mixed use development. MUR-45' also allows mixed use development, which may include an active ground floor level along the street with typically three stories of housing above.

Active uses at the street level help to ensure a vibrant, walkable environment and typically include neighborhood retail uses and services.

MUR-35' also could include active use at the street level, but more often may consist of various types of low-scale multifamily

housing such as row houses, townhomes, live/work lofts, and other types of attached housing. MUR-35' would allow buildings of three to three and a half levels depending on the design.

In considering the costs of various types of building construction, buildings that are between eight levels to twelve levels are more challenging to finance due the cost of steel construction, but when a building can reach thirteen to fourteen levels, as could be the case with the 140' maximum height, it becomes a more financially feasible type of construction.

As previously discussed, under Alternative 1, there could be a change in character over time of larger, more expansive single family homes, even if no changes to zoning were made. Many current homes are one story to two stories in height. Up to 35-foot-high homes are allowed, so taller homes could be constructed over time. Also as mentioned previously, up to 6 units per acre are allowed under the current R-6 zoning. Because the current density is typically 2.7 units per acre in the subarea, property owners may choose to add more units over time. Accessory dwelling units and/or conversion and reconstruction of homes into duplexes and triplexes would be permissible if certain requirements are met by Code.

To summarize expectations related to building heights, under the action alternatives (Alternative 4, 3, or 2) allowable building heights in most areas would increase by approximately 0 (MUR-35') to 50 feet (MUR-85') compared to the 35-foot height limit under existing zoning. For approximately 25 percent of the area zoned MUR-85', building heights could be taller with development agreements. Alternative 4 proposes the greatest

amount of MUR-85' zoning of the action alternatives. Also under Alternative 4, MUR-85' zoning is proposed in the area northwest of Shoreline Center, which is at a higher elevation and may be more prominent visually in the neighborhood.

Neighborhood Character

Alternative 4—Preferred Alternative would alter the neighborhood character more than the other alternatives at full build-out. Alternative 3—Previous Most Growth would result in less overall change than Alternative 4, but more than Alternative 2—Some Growth.

Over many decades, the subarea likely would transform from predominantly single family residential to a mix of housing types and neighborhood-serving retail and uses. Major redevelopment of the Shoreline Center site also could occur. While this would be a substantial change, the growth and related change would be expected to occur very gradually, similar to other urbanizing neighborhoods in the region such as Ballard, Green Lake, and Greenwood. Each phase of redevelopment would be evident as it occurs, but the overall level of change would be less perceptible than if it were to occur within a shorter timeframe. Mitigation measures including a variety of development standards and transitional zoning provisions are proposed to help buffer existing land uses from new redevelopment in the subarea.

With redevelopment, neighborhood character would change, but the subarea also would see positive enhancements, such as improved streets, intersections, and streetscapes, additional public spaces, parks, trails, and recreation facilities, and community benefits such as sidewalk cafes, public art, plazas, and

other amenities. Low impact development treatments such as rain gardens and stormwater planters would be envisioned as surface water management solutions. Regarding these positive changes to the neighborhood, Alternative 4 would result in the most amount of these over time than the other action alternatives due to the extent of redevelopment allowed.

Any of the action alternatives would be required to comply with the City's Historic Preservation Program, discussed earlier, as applicable.

Under Alternative 1—No Action, there would be minimal change to built form and neighborhood character. Streets, roadways, and public spaces would remain similar in character over the long term to today's conditions, although traffic congestion station subarea could become a growing problem due to a lack of roadway and intersection improvements.

Real Estate Speculation and Long-Term Predictability

Property owners have expressed concerns that real estate investors may be interested in purchasing single family homes and holding them as rentals until the time is right for redevelopment in the future. Many homeowners in both station subareas have already received letters offering fair market value, possibly because investors believe that properties will be less expensive before zoning changes or light rail service is operational. This type of speculative buying could occur regardless of whether or not the City was planning to rezone areas surrounding future stations immediately. One reason to implement zoning change sooner rather than later is to provide long-term predictability regarding what type of uses will be

allowed where, and ample time for homeowners to become informed about the potential for change and determine their own long-range plans. For those that choose to sell, understanding the long-term potential of the property may allow them to capture additional value.

3.1.3 Mitigation Measures

Proposed Mitigation Measures

The City intends to amend its Comprehensive Plan to reflect the proposed alternative adopted through the subarea plan, and the City will adopt revisions to the Shoreline Municipal Code, including amendments to zoning provisions and development standards to support implementation of the subarea plan. These would occur under any of the redevelopment alternatives.

Capital project investment would be expected to increase over time to support anticipated growth, and as a result subarea residents would benefit from transportation and infrastructure improvements. The Capital Facilities Element of the Comprehensive Plan also would need to be updated at the next opportunity to reflect priorities for the subarea to support the proposed growth.

With the proposal to adopt the planned action, redevelopment would be able to proceed through streamlined environmental review as long as it is consistent with the planned action thresholds for growth for the next twenty years. The planned action threshold also provides a checkpoint for monitoring growth and change in the subarea. If more growth occurs than expected, the City would need to reevaluate the environmental

analysis in this FEIS and potentially implement additional mitigation measures.

As described earlier in this section of the FEIS and in Chapter 2, there are extensive policies already adopted by the City of Shoreline that would be supported by the subarea plan, regardless of which action alternative is implemented. Policies within the Shoreline Comprehensive Plan; Climate Action Plan, Environmental Sustainability Strategy, Economic Development Strategy, Transportation Master Plan; Parks, Recreation, and Open Space Plan; Town City Subarea Plan; North City Subarea Plan; and other adopted plans would be furthered and supported by redevelopment of the subarea.

Alternative 4—Preferred Alternative (and Alternative 3—Previous Most Growth or Alternative 2—Some Growth)

Retaining and enhancing neighborhood character is important to residents in the station subarea and required by City of Shoreline Comprehensive Plan policies and Shoreline Municipal Code provisions. It will be important that new higher density residential and mixed use land uses in the station subarea provide buffering and transition when located adjacent to single family uses. Some of the transitions would be accomplished through the proposed zoning frameworks as discussed previously. In addition, the City is preparing amendments to zoning provisions and development standards in the City's Code that would lead to improved neighborhood character and compatibility. Specific development regulations for the light rail station areas will be adopted. A brief summary of these anticipated provisions is provided below. For the full text of proposed amendments to the Code, refer to the

planned action ordinance that will be adopted with the subarea plan.

- **Development Agreements**—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases. Elements such as affordable housing, green building standards, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged.
- **Affordable Housing**—Expanded provisions are being proposed for the Code to encourage and incentivize affordable housing as part of redevelopment projects.
- **Mixed Use Residential and Live/Work**—Provisions related to mixed use residential development including additional requirements related to live/work units are proposed to encourage a vibrant transit-oriented community with a mix of housing and employment in proximity to the light rail station.
- **Green Building**—Provisions are being developed to encourage green building and low impact development.
- **Historic Preservation**—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City's inventory that are potentially eligible. The mitigation for these potential historic

resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels and prescriptive measures to mitigate potential impacts to be developed by the City.

- ***Greater Flexibility in Use of and Conversion of Single Family Homes to Business and Office Use—*** Code provisions would allow more flexibility for business and office use in existing single family homes and conversion of homes to exclusively business/office use.
- ***Light Rail Station and Park-and-Ride Design—***The light rail station project including the station and park-and-ride structure design would be subject to a specific agreement with the City that would establish design and implementation provisions for the light rail facilities.
- ***Community and Social Amenities, Heritage Commemoration, Cultural Opportunities, and Public Art—***As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline’s history, public art, and other social cultural opportunities and events.

These experiences for citizens and visitors are encouraged by City of Shoreline policies, and in addition, the City will consider potential regulatory provisions that would provision of these elements with redevelopment

projects. Mitigation measures for parks, recreation, open space are addressed in Section 3.4 of the FEIS. Also, see Section 3.2 for additional discussion of mitigation measures related to Housing Choice and Affordability.

- ***Updated Development Standards—***A variety of amendments to development standards are proposed to reflect the new MUR zoning categories and to require and encourage specific elements such as:
 - Height limits (discussed previously in this section)
 - Front, rear, and side yard setbacks
 - Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements
 - Vehicular access oriented to side and rear rather than to the front along arterials
 - Traffic calming measures
 - Compatible architectural styles
 - Streetscape improvements and landscaping requirements
 - Open space and recreation facilities for residents
 - Parking quantity, access, and location standards
 - Reduced parking requirements in transit-oriented MUR zones
 - Shared parking, HOV, and EV parking encouraged
 - Vehicle circulation and access

- Good pedestrian access
- Bicycle parking facilities
- Lighting to enhance safety and security
- Building orientation to the street and transitions between buildings
- Design of public spaces
- Building façade articulation and compatible architectural form
- Covered access ways
- Preferences for architectural finishes and materials
- Preferences for fencing and walls
- Screening of utilities, mechanical equipment and service areas
- Land clearing, and site grading standards
- Tree conservation encouraged with residential redevelopment (but exempt from commercial and MUR-85' redevelopment)
- Signing requirements
- Integration of public art, planters, water features, and other public amenities

Other Recommended Mitigation Measures

- ***Exploring Partnerships***—In the near term, the City could explore potential public/private and public/public partnership opportunities in the subarea to help encourage and catalyze redevelopment. These could include partnering with the School District on redevelopment of the Shoreline Center site, including incorporation of a new multi-generational recreation/community facility. This also could include working with Sound Transit on the park-and-ride structure and potentially integrating other uses along its street frontage. Partnerships could include involvement in implementing affordable housing and community uses in the subarea.
- ***Proactive Capital Investments***—The City intends to proactively seek funding for transportation and infrastructure improvements in the subarea, which will help to support redevelopment and enhance neighborhood character.

3.1.4 Significant Unavoidable Adverse Impacts

Proposed redevelopment of the subarea under Alternative 4—Preferred Alternative would result in substantial changes in neighborhood character over time. Intensification of development and higher buildings would occur incrementally. While the intensity of redevelopment in this area would be substantially greater than existing conditions, the new redevelopment would be consistent with the Shoreline Comprehensive Plan, and other local, regional, state, and federal plans and policies. Additional housing and employment opportunities would be created, and it is anticipated that a variety of positive neighborhood benefits would result through redevelopment.

Implementation of the planned action will set a threshold for growth and development in the subarea for the next twenty years that aligns with an expected level of capital improvements and investments to support the growth. This will allow the City to monitor change and would trigger additional environmental review if change occurs at a more aggressive pace than anticipated.

Keeping in mind that change in the subarea would be expected to occur gradually, over many decades, it is not anticipated that there would be significant unavoidable adverse impacts that could not be addressed through the mitigation measures discussed above and the City's ongoing proactive monitoring of conditions in the subarea.

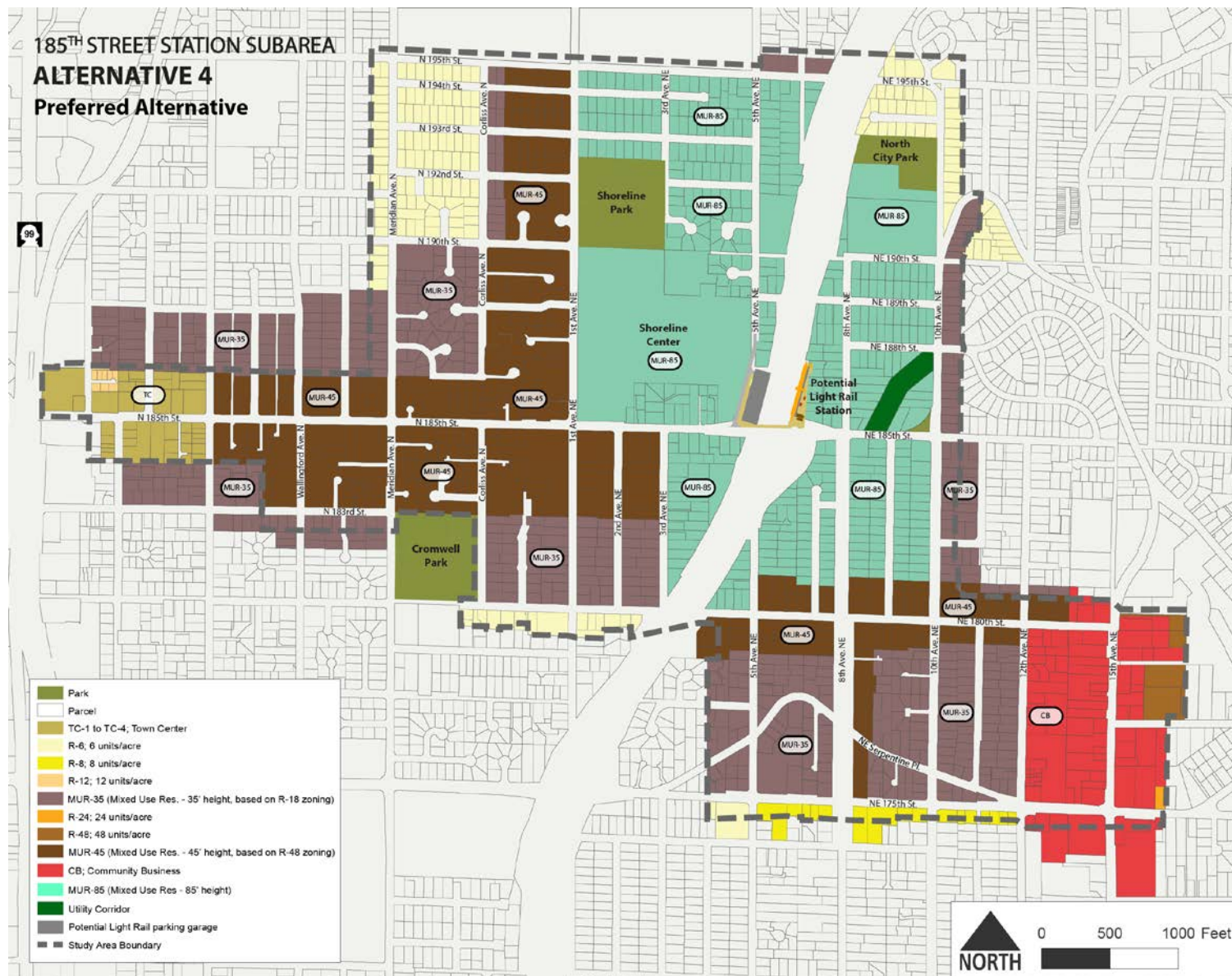


Figure 3.1-4 Alternative 4—Preferred Alternative, Proposed Zoning Map

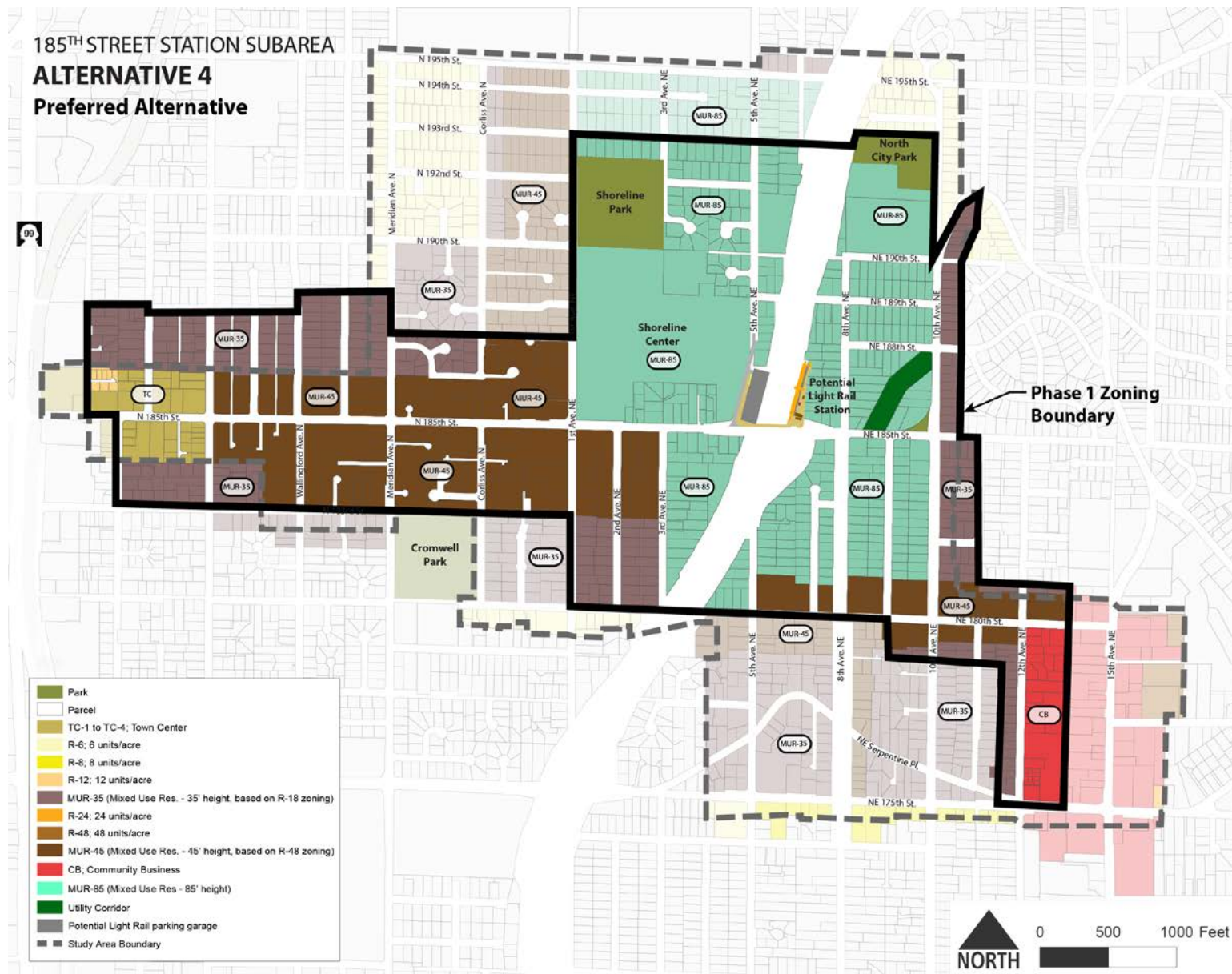


Figure 3.1-5 Alternative 4—Preferred Alternative, with Potential Phase 1 Zoning Boundary (If Phased Zoning is Adopted)



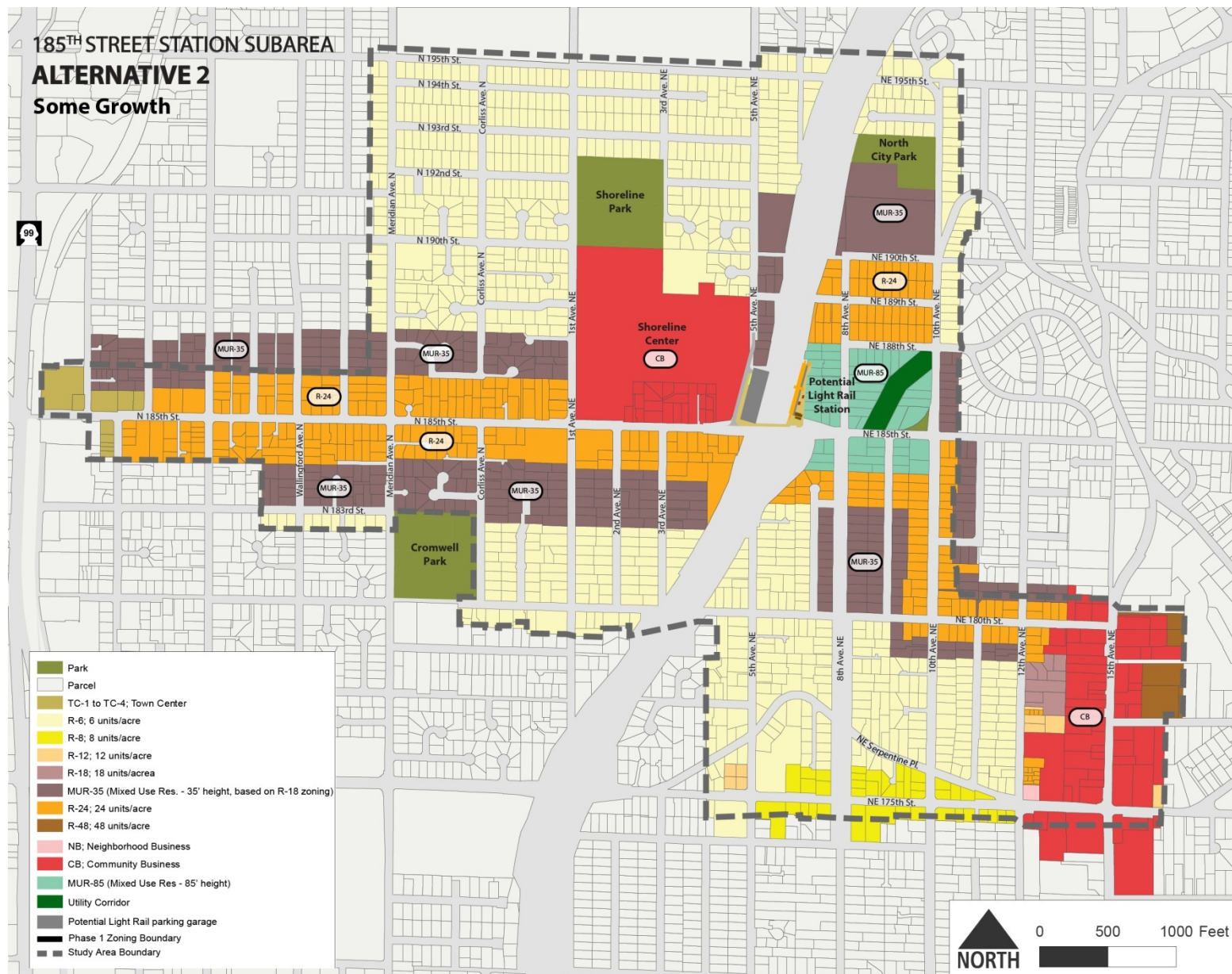


Figure 3.1-7 Alternative 2—Some Growth Zoning Map

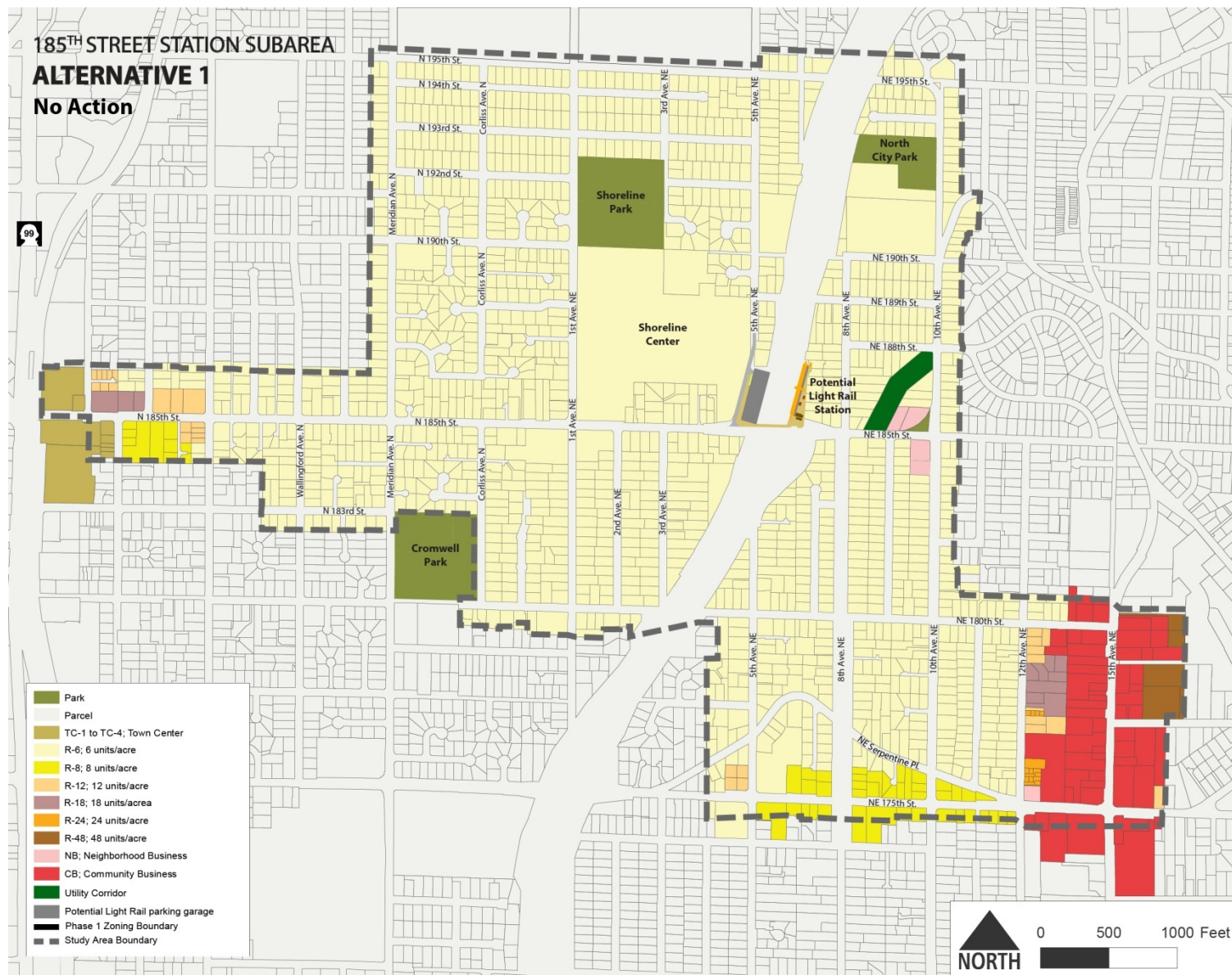


Figure 3.1-8 Alternative 1—No Action, Existing Zoning Map



Example Housing Styles-MUR-85' Zoning Designation

MUR 85

MIXED-USE RESIDENTIAL—85 FOOT HEIGHT LIMIT:

This zone would allow building heights of 85 feet (generally 7 stories tall). Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. It should be noted that this density is unlikely to be supported by current market forces, and as such, it may be some time before this building type would be developed in the subarea.



Example Housing Styles-MUR-45' Zoning Designation

MUR 45

MIXED-USE RESIDENTIAL—45 FOOT HEIGHT LIMIT:

Similar to the existing zoning category R-48 that allows 48 dwelling units per acre, this zone would allow multi-family building types. The height limit for MUR-45 would be 45 feet (differing from the height limit of R-48, which currently varies from 40 feet if adjacent to single family zones, 50 feet if adjacent to multi-family zones, and 60 feet with a Conditional Use Permit). Because building heights have been identified through public involvement as a concern in the station subarea, the new MUR-45 zone would be limited to 45 feet regardless of adjacent zoning, which equates to a 4-story building. The MUR-45 zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45, and single family homes could be converted to commercial and professional office uses like in MUR-35.



Example Housing Styles-MUR-35' Zoning Designation

MUR 35

MIXED-USE RESIDENTIAL—35 FOOT HEIGHT LIMIT:

Similar to the existing zoning category R-18 that allows 18 dwelling units per acre, this zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35 also would allow commercial and other active uses along streets not identified as "local." These types of buildings might include live/work lofts, professional offices, and 3-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.



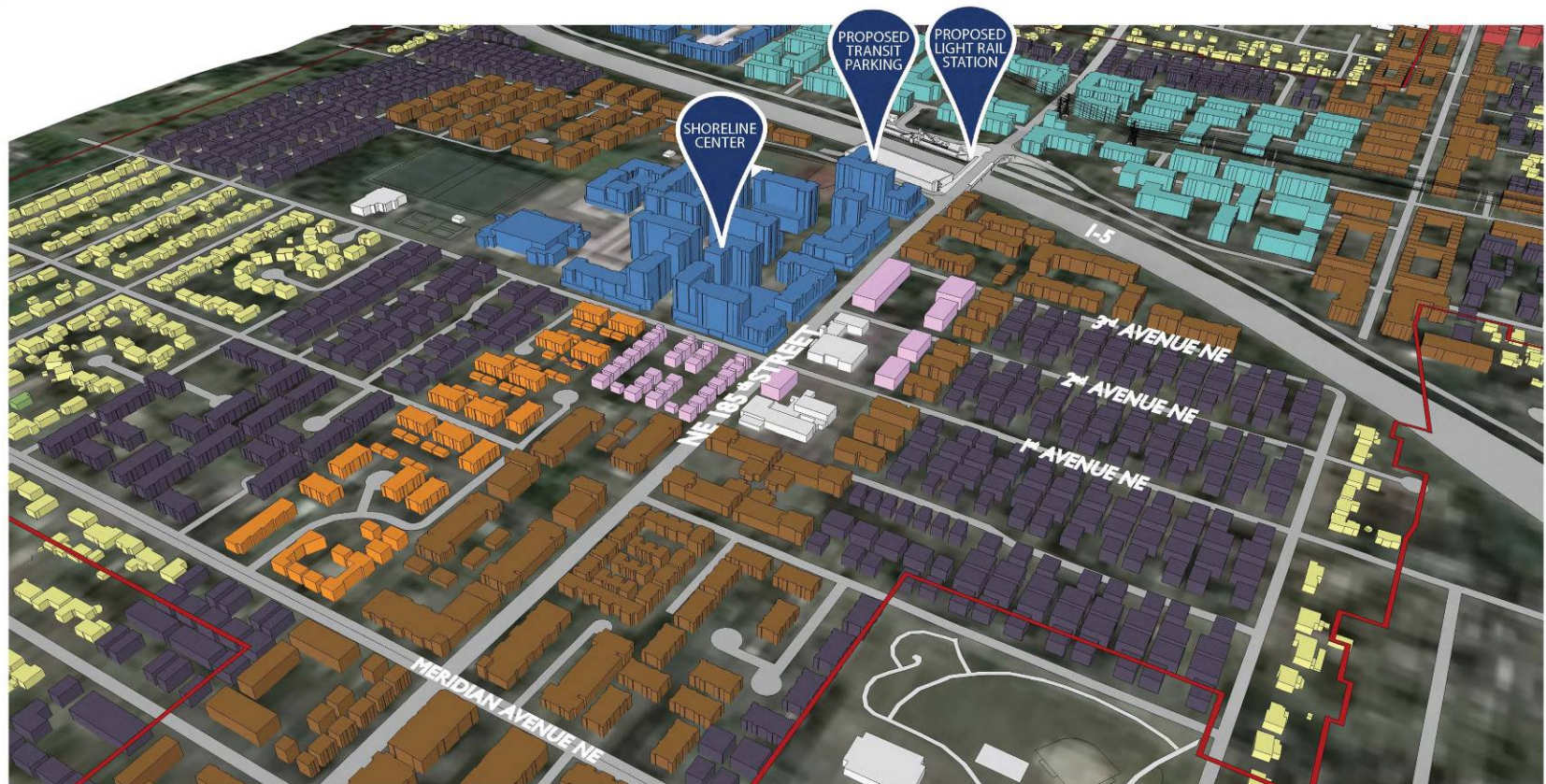
Sketch-Up Model View for Alternative 4—Preferred Alternative, Looking Westward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 4—Preferred Alternative, Looking Eastward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 3—Previous Most Growth, Looking Westward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 3—Previous Most Growth, Looking Eastward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 2—Some Growth, Looking Westward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 2—Some Growth, Looking Eastward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 1—No Action, Looking Westward toward the Potential Light Rail Station



Sketch-Up Model View for Alternative 1—No Action, Looking Eastward toward the Potential Light Rail Station



Conceptual possibility for N-NE 185th Street multimodal improvements, looking west



Conceptual possibility for the N 185th Street overpass, looking eastward, with solar panels and green roofs on the canopies



Conceptual possibility for sheltered crossing area at the N 185th Street overpass, looking eastward



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Possible layout concept for redevelopment in the subarea showing MUR-45' zoning

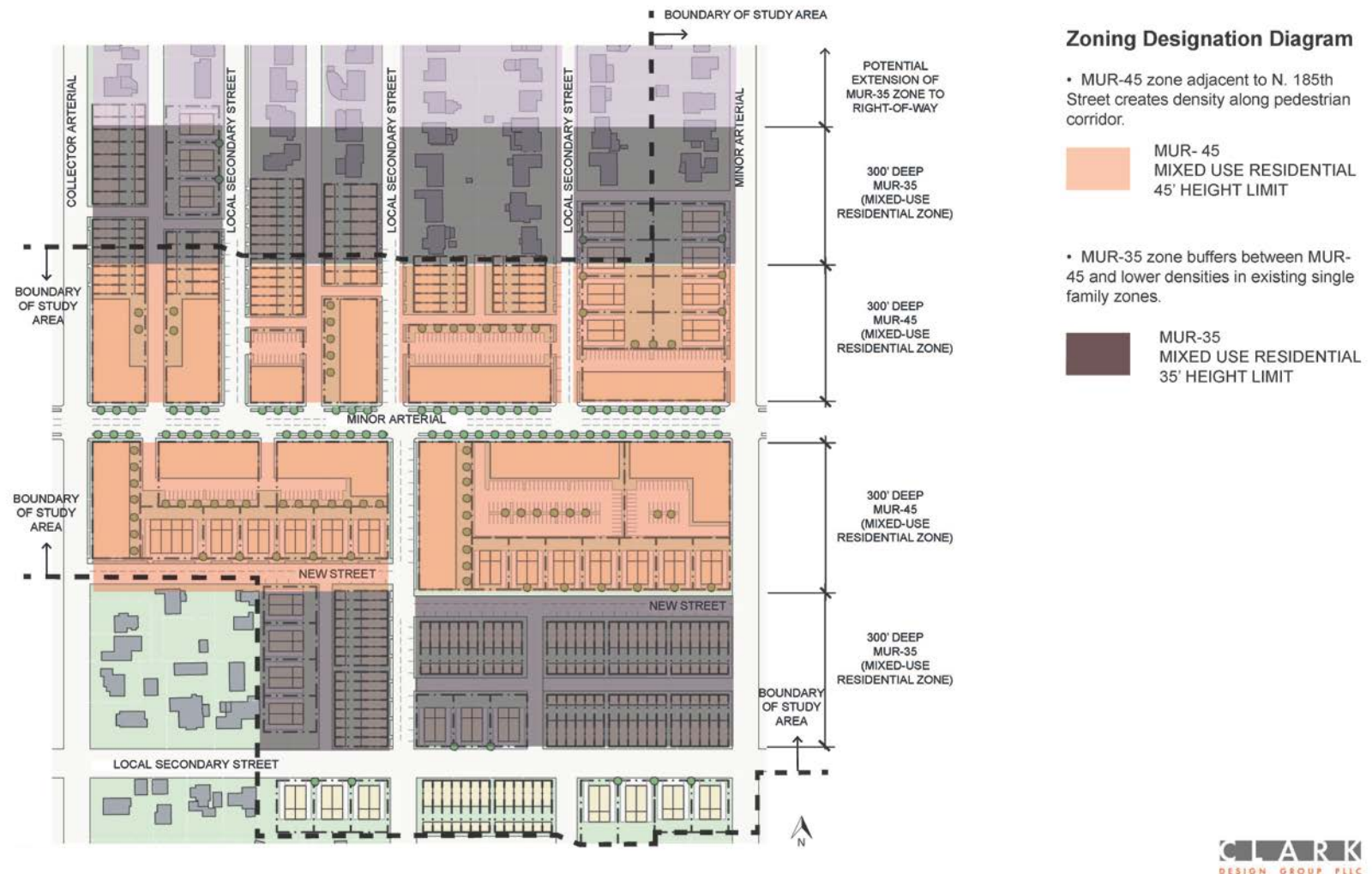


3-Story Residential Buildings with Surface or Below Grade Parking located behind or to the side of buildings

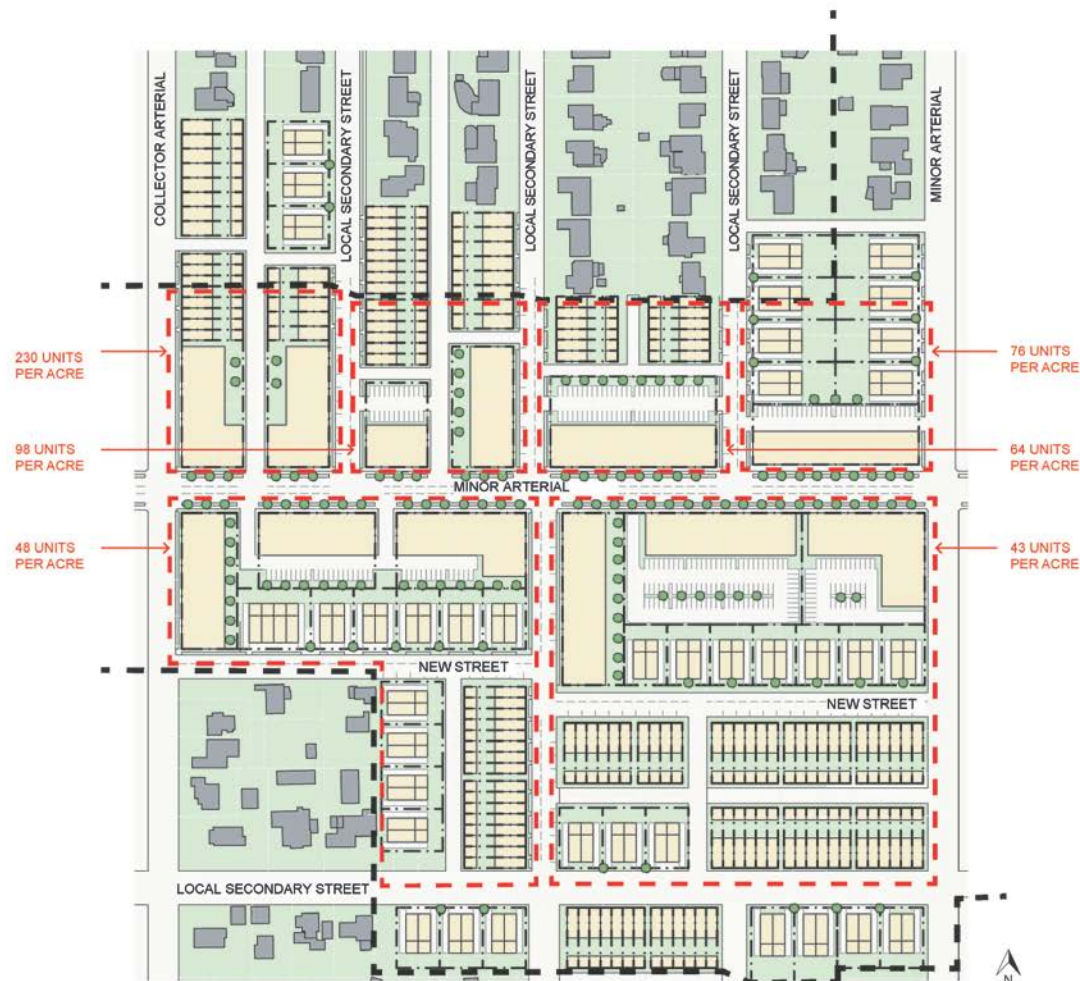
Shoreline - 185th Street Station Building Examples in Zone MUR-35 (Mixed-Use Residential with 35' Height Limit)

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Possible layout concept for redevelopment in the subarea showing MUR-35' zoning



Possible redevelopment concept showing MUR-45' and MUR-35' zoning



Density Diagram

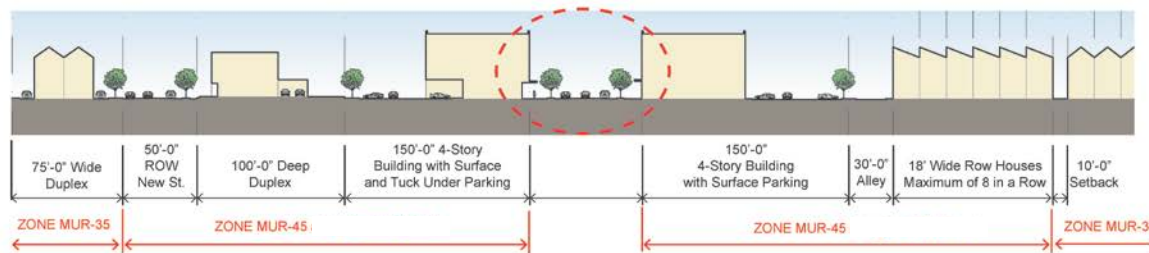
- Diagram illustrates potential densities that can be achieved with 4-story mixed-use residential buildings along N. 185th Street and 2-3 story row and townhouses located one block off of N. 185th Street.
- Row and Townhouses reduce height of buildings while achieving range of 10-24 units/acre.

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Conceptual layout possibility illustrating potential density with MUR-45' and MUR-35' zoning



Conceptual layout possibility showing various housing types and duplex and row house redevelopment as the transition between MUR-45' zoning and single family



Section Diagram

- MUR-45 zone adjacent to N. 185th Street creates density along pedestrian corridor.
- MUR-35 zone buffers between MUR-45 and lower densities in existing single family zones.



***Conceptual layout plan and cross section view showing parcel depths
with MUR-45' and MUR-35' zoning***

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Conceptual possibility for the 8th Avenue NE right-of-way, looking southwest, with shared use path, community gardens, and public spaces with MUR-45' and MUR-35' zoning; while the shared use path would be a longer-term improvement, it would help to increase bicycle connectivity in the subarea



Conceptual possibility for transit-oriented development on the east side of the proposed light rail station, looking northwest, with the power transmission lines at center of the block in open space use



Conceptual possibility for the NE 180th Street, looking southeast, public art commemorates the nearby NE 185th Street “Motorcycle Hill” history of subarea; MUR-85’ building example at the corner



Conceptual possibility showing mixed use redevelopment on a portion of the Shoreline Center site, looking southward, farmers market could occur on an extension of N 190th Street as a shared use community “festival street”; up to five and six story building examples